Tricks Upon Travellers. One of the most wonderful robberies ever perpetrated-wonderful, at least, when one considers the means at the disposal of the robber-was the achievement of a Frenchman, who, for a long time after it, was recognized in his profession as "the King of the

His claim to this title was based upon a

single exploit—the robbing of a diligence, which feat he not only planned, but carried into successful execution, without any assistance whatsoever. To do this, he made all his arrangements with the most careful completeness, and, we may be sure, fixed a night for the attack when the coach carried a freight worth robbing. He studied closely the country through which the journey was to be made, and selected a point on the road where there was a very steep hill, with hedges and underwood at either side. He then procured a number of stout sticks about he length and thickness of the barrel of a gun. These he stuck into the hedges, letting the ends of them appear, as if they were the muzzles of guns directed by persons in ambuscade behind the hedge. As the diligence now came toiling slowly up the hill, the driver saw a man standing on the pathway, and gesticulating violently. On approaching nearer, the man could be heard distinctly haranguing them. "Ready! Obey orders! No firing if there be no resistance! And then the robber, walking slowly forward, stopped the horses, told the guard to get down and to lie with his face and hands on the ground, and that no violence would be offered to him. He then went to the door of the vehicle, and assuring the ladies, who were screaming for help, that they need be under no alarm, begged each passenger, as he stepped out, to hand him his purse, and then to lie down on his face and hands near the guard. While all this drama was being enacted, the robber-chief kept shouting to his assistants not to fire unless there was resistance; not to fire until they should get his signal. Thus, one by one, he handed all the passengers out, each giving up his purse as if it were a ticket, and then going and lying upon the wet grass side by side with the guard. When the diligence was empty, our highwayman retired with all the movable property he desired to possess himself of, and escaped through the wood. The most amusing part of the story was that amongst the travellers were several officers fully armed, who surrendered their swords at discretion, and joined the other dupes on the grass. It is well to add that the robber was ultimately apprehended, and the greater part of the stolen property was found upon him.

Another very extraordinary robbery was one which has only recently been detected; if it has less adventure in it than the other, it has certainly more system and ingenuity. The enterpriser in this case was also highly thought of amongst his brethren, and was well known to professional thieves as "Jack in the Box." His chief residence was in the capital, but he had offices for his business in many other towns. His system was this, He had a box so constructed that he could lie down in it with ease, and rely upon always having plenty of fresh air; it could also contain provisions, tools, false keys, a lantern, etc. etc., and the real mode of opening it was from the inside. Jack, having caused himself to be buried alive in this coffin, would get it booked, say from Chester to Euston Square by a goods train, and carefully labelled, "This side up, to be kept till called for." The box always was put in a train that arrived at the station at night, the robber; he opened box after box, unpacking them with great care and tidiness— for long practice had made him perfect, -and selecting as keepsakes the articles that were most valuable, most portable, and most easily disposed of. With these gleaning, he filled the box in which he had himself come up to town, and then lay in concealment till the morning. The stores would then be opened, porters would come in to remove goods, and Jack would choose his own time to effect his escape. Later in the day he would call for a parcel that had arrived from Chester by the last goods train of the preceding night, and that was directed to be called for. He would take it away with him in a cab, having first paid all the railway charges upon it. But the day came when this little "coup" was made for the last time, and it was a policeman, and not his box, that Jack found waiting for him on application. The governor of a county jail showed me a collection of the photographs of all the prisoners who had ever been in his charge-"that is," said he, "of all except one." That honorable exception was our friend Jack; he positively declined to be photographed. He said, with some shrewdness, that it would ruin his future prospects.

The Truth About the Siamese

Twins. These "great twin brethren" were born about the year 1825 at Bang Meklong, a village of fishermen situated at the mouth of the river Meklong, and distant about thirty miles from the populous capital of Siam. Their father was a Chinaman, and their mother was of Siamese descent only on her maternal side. The twins are, therefore, three-quarters Chinese by blood, and onequarter Siamese. Any one familiar with the oblique eye, and other strongly marked features which characterize the Mongolian race, will at once notice how thoroughly the twins betray by the cast of their countenances their Chinese origin.

The land of their birth is a land where the religion of Buddha has taken the firmest root. The practical rules of conduct which the great Messiah of Brahminism taught have sunk deep into the hearts of the people of Siam; and there is no tenet on which Buddha laid greater stress than on that which upholds the sanctity of every form of animal life. "Shed not blood, for the blood is the life, is one of the great texts which the apostle from Magadha was continually enforcing; and it is probably to the practical application of this rule that the Siamese Twins owe their escape from an untimely destruction.

Perhaps in other countries such twins may have been born, but they have probably been destroyed, or severed by a surgeon's knife, to take their chance of living or dying, as the Fates might determine. But in Siam, maternal affection, being strengthened by the maxims of religion, allowed no interference with this whimsical freak of nature; and so the twins, who belonged to the humblest ranks of life, grew up to the age of seventeen or eighteen years amidst the fishermen of their native village. In those days, the gates o

Siam were closely barred against foreignersno trade with the white-faced strangers was permitted; and the rulers of this little kingtom, trembling with hatred and fear, sat watching the progress of English arms in Birmah, with a conviction that they themselves, too, were one day to be swallowed up by the

pale, grey-eyed invaders. In the midst of these agitations there arrived an American vessel in the roadstead at Bangkok, laden with a large quantity of condemned guns and other military stores, which the astute Yankee had bought up in a Government auction at Calcutta, and expected to sell at high prices to the Siamese authorities, who, as he imagined, would be only too glad to procure European weapons to turn in case of need against European in-truders. It was then his plan to invest the purchase-money in rice, in those days abundant and cheap in Siam, and scarce and dear in China. But the jealous rulers of the land would not buy his guns, and they displayed their malice in forbidding any of their people

to sell the stranger rice. By some piece of good luck, the disap-pointed mariner fell in love with the twins, and, having once enticed them on board his craft, he was not long in weighing anchor, and went whistling down the Gulf of Siam, quite slive to the value of the prize he had secured. By exhibiting these twins in the civilized world, he made a fortune for himself and for them; and when they had accumulated sufficient means, the Siamese brothers settled in America, where they have been peacefully residing for many years. They each of them married, and have each of them a family. It was only very recently that their parents in Siam died. In consequence of pecuniary losses sustained during the late troubles in the Southern States of America, it became expedient for these twins again to appear before the public. They therefore came to London, during the early part of last year; and the discussion which then arose in some of the current journals in connection with a proposed surgical operation was probably nothing more than a "puff," cleverly got up to "draw" a wonder-loving public. No severance by the knife of a surgeon was ever seriously contemplated. - Cassell's Magazine,

## THE INFALLIBILITY QUESTION. Cardinal Antonelli's Reply to Count Beust.

The Memorial Diplomatique publishes the following statement in regard to the reply which has been given by the Papal Government to Count Beust's recent despatch:—

Our Roman correspondent thus sums up the answer of the Cardinal to the Secretary of State:—
"The full and unconditional liberty assured to the Fathers of the Conneil deprives the Pope of all right to intervene with their deliberations before the results are submitted for his approbation. But what is forbidden to the Pope belongs of right to the bishops of the Austro-Hungarian monarchy, who within the council have full liberty to modify or rethe bishops of the Austro-Hungarian monarchy, who within the council have full liberty to modify or resist the Schema in question. The Holy See, however, has reason to believe that the bishops do not share the apprehensions of the Imperial Cabinet concerning canons xii, xix, xx, to which the note of Count Beast seems to refer. Canon xii is only a textual reproduction of the condemnation of the doctrines propounded by the Italian Jansenists at the Council of Pistoja, a condemnation pronounced against those Goetrines by the buil ('autorem fide') promulgated by Pius VI in 1794. Being directed against the Jansenists, this condemnation has a purely dogmatic character. As regards Canon xix, condemning the doctrine that the Church is deprived of all authority other than that accorded to her by the State, the Austrian bishops have themselves protested, in a collective memorial addressed to the President of the council, Count Auersperg, against the tendencies which were Auersperg, against the tendencies which were manifested two years ago in Austria to reduce the Catholic Church to the position of a religion ex-isting only by toleration. The Schema merely aims called for." The box always was put in a train that arrived at the station at night, and was accordingly stored till called for the following day. It was in this interval that the robberies were committed. When the whole station was shut up, the porters dismissed, and the place in darkness, Jack emerged from his box, lit his lantern, and set to work. He got out his tools and his keys, and took his time, for he had plenty of time to take. We all know what an insecure thing the lock of a trunk is, and how nearly all keys are made on the same pattern. They did not afford much trouble to the robber; he opened box after box, unlaws of the Austro-Hungarian monarchy. The Holy See has still less intention to revive the supremacy of the Church over the civil power, as in the Middle Ages, or to re-establish the Inquisition, as the enemies of the Church do not cease to assert. Altogether, the Schema of the 21 canons does not tend to the vary to encough upon the rights of the State. in any way to encroach upon the rights of the State. Its sole object is to proclaim the true doctrines of the Catholic Church, leaving men's consciences free to conform to them or not,

## ATTEMPTED PARRICIDE.

A Roy Sent to State Prison for Trying to Kill His Father-A Coffin Ordered by the Conside-

Among the prisoners arraigned before Judge Bedford, in the Court of General Sessions, New York, yesterday, was a miserable-looking boy named Michael Hallohan, Jr., aged eighteen years, who was charged with having attempted to kill his father. The complainant, Michael Hallohan, who had the appearance of being a very old man, said that he resided at No. 35½ Beach street, and that his son made an attack on him, a short time ago, with a razor, cutting him in a daugerous manner about the neck and breast. He also asserted that his son subsequently told an undertaker that he, the complainant, was dead, and asked to have a coffin made. The only pre-vocation for the felonious assault appeared to have been a rebuke given to the assailant by his parent for being in an intoxicated condition. The prisoner pleaded guilty, and was sent to the State Prison for nine years and six months, Judge Bedford previously commenting on his offense in very severe terms.

BLANK BOOKS.

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JUST PUBLISHED.

THE

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We are prepared to ship-every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tags furnished at the shortest notice.

RAILROAD LINES. READING RAILHOAD.—GREAT TRUNK LINE from Philadelphia to the interior of Penusylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the

WINTER ARRANGEMENT WINTER ARRANGEMENT
Of Passenger Trains, December 20, 1869.
Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:— MORNING ACCOMMODATION,
At 730 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:35 P.M. MORNING EXPRESS.
At 6:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Ningara Falls, Burnalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

Hagerstown, etc. The 7:30 A. M. train connects at READING with The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Eimira, etc.; at HARRISBURG with Northern Central, Cumberland Valley and Catawissa Railroad trains for Northern Central, Cumberland Valley and Saganabana trains for Northern Central, Cumberland Valley and Saganabana trains for Northern Central Commercial Commerci ley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg,

Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 8:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6-45 A. M., stopping at intermediate stations; arrives in Philadelphia at 2-10 A. M. Heturning, leaves Philadelphia at 4-00 P. M.; arrives in Pottstown at 6-15 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 5-40 A. M. and Reading at 7-30 A. M., stopping at all way stations; arrives in Philadelphia at 10-20 A. M., Heturning, leaves Philadelphia at 4-45 P. M.; arrives in Reading at 7-40 P. M., and at Pottsville at 9-30 P. M.

Trains for Philadelphia leave Harrisburg at 8-10 A.

P. M.
Trains for Philadelphia leave Harrisburg at \$10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at \$205
P. M., and Pottsville at 246 P. M., arriving at Philadelphia at 645 P. M. delphia at 6-45 P. M.

Harrisburg Accommodation leaves Reading at 7-15 A. M. and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation south at 6-25 P. M., arriving in Philadelphia at 9-25 P. M. Market train, with a passenger cur attached, leaves Philadelphia at 12-30, noon, for Pottsville and all way stations; leaves Pottsville at 5-40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

phia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottaville at S A. M., and
Philadelphia at 3-15 P. M. Leave Philadelphia for
Reading at S A. M.; returning from Reading at 4-25
P. M. CHESTER VALLEY RALLOOD CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-30 and 4-00 P. M. trains from Philadelphia. Returning from Downingtown at 6-30 A. M., 12-35 and 5-15 P. M.
PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30 and 4:00 F.M. trains from Philadelphia, returning from Schwenksville at 8:05 A. M., 12:45 Noon, and 4:15 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville. COLEBROOKDALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points take the 730 A. M. and 400 P. M. trains from Philadelphia, returning from Mt. Pleasant at 700 and 1100 NEW YORK EXPRESS FOR PITTSBURG AND

THE WEST.

Leaves New York at 9 A. M. and 5-00 P. M., passing Reading at 1-45 and 10-05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baitlmore, etc. for Pittaburg, Chicago, Williamsport, hilling, Data-more, etc.

Returning Express train leaves Harrisburg on ar-rival of Pennsylvania Express from Pittaburg at 5:35 A. M., and 12:20 noon, passing Reading at 7:23 A. M., and 2:05 P. M., arriving at New York 12:05 noon, and 6:25 P. M. Sleeping cars accompany these trains through between Jersey City and Pitta-

burg without change. A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.

leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:15 A. M. and 5:05 P. M.

Tarough first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Canadas, Excursion Tickets from Philadelphia to Reading

and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one dons by Reading and Pottstown Accommodation

Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.
COMMUTATION TICKETS.—At 25 per cent, discount, between any points desired, for families

Trains, at reduced rates.

MILEAGE TICKETS .- Good for 2000 miles, between all points, at \$52.50 each, for families and

SEASON TICKETS.—For three, six, pine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Phasdelphia to

principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT.—Goods of all descriptions forwarded FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MALLS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2-15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4-25 A. M., 12-30 noon, 5 and 7-15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

points beyond.

BAGGAGE —Dungan's Express will collect baggage for all trains leaving Phiadelphia Depot, Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL DHALADELPHIA AND ERIS RAILROAD

The trains on the Philadelphia and Eric Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

Depot, West Philadelphia:

Wasrward.

MAIL TRAIN leaves Philadelphia - 9:35 P. M.

"Williamsport - 7:40 A. M.

arrives at Erle - 8:20 P. M.

ERIE EXPRESS leaves Philadelphia 11:40 A. M.

Williamsport - 9:00 P. M.

\*\* Arrives at Erle - 10:00 A. M.

\*\* LMIRA MAIL leaves Phila elphia - 7:50 A. M.

Williamsport - 6:00 P. M.

"Williamsport - 6:00 P. M.

"Williamsport - 7:20 P. M.

MAIL TRAIN leaves Erie - - 8 40 A. M. Williamsport - 9 25 P. M.

\*\* Wil'iamsport - 9 25 P. M.

\*\* arrives at Philadelphia 6 29 A. M.

\*\* ERIE EXPRESS leaves Erie - 400 P. M.

\*\* Williamsport 3 39 A. M.

\*\* arrives at Philadelphia 12 45 P. M.

\*\* ELM IRA MAIL leaves Lech Haven - 8 09 A. M.

\*\* Williamsport 9 45 A. M.

\*\* Williamsport 12 25 A. M.

\*\* arrives at Philadelphia 6 50 P. M.

\*\* BUFFALO EXP. leaves Williamsport 12 25 A. M.

\*\* arrives at Philadelphia 9 25 A. M.

\*\* Express East connects at Corry, Mail East at Corry and Irvineton, Espress West at Irvineton, with trains of Oil Creek and Alleghenv River Hadroad.

\*\* ALF-6ED L. TYLER, General Superintendent,

WEST CHESTER AND PHILADELPHIA

Leave Philacelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7.45 A. M., 11:00 A. M., 2:30 P. M., 4:16 P. M., 4:40 P. M., 6:15 and 11:30 M. 2 30 P. M., 4 16 P. M., 4 40 P. M., 6 16 and 11 30 P. M.

Leave West Chester from Depot, on East Market street, at 6 25 A. M., 8 00 A. M., 7 48 A. M., 10 45 A. M., 1 6 5 P. M., and 6 55 P. M.

Train leaving West Chester at 8 60 A. M. will stop at B. C. Junction, Lenni, Glen Middle, and Media; leaving Philadelphia at 4 40 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7 45 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving Philadelphia at 4 40 P. M., and will change oars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnot and Walnut street cars. These of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS I cave Philade'phia for West Chester at 8:39 A. M. and 200 P M.
Leave West Chester for Philadelphia at 7.5 A. M.
and 400 P. M. WILLIAM C. WHEELER,
General Suppointence..t.

RAILROAD LINES.

1869.—FOH NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARY.

At 630 A. M., via Camden and Amboy Accom... 12.25

At 8 A. M., via Camden and Amboy Express... 3.00

At 2 P. M., via Camden and Amboy Express... 3.00

At 2 P. M., for Amboy and intermediate stations.

At 6 P. M., for Amboy and intermediate stations.

At 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R.

At 6 and 10 A. M., 12 M., 2, 3.30, and 4.30 P. M., for Trenton. Trenton. At 6:30, S, and 10 A. M., 12 M., 2, 3:30, 4:20, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington,

1130 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, 8 A. M. and 5 P. M. for Riverton.
The 11:30 P. M. line leaves Market Street Ferry, (upper side).

At 7:30 A. M., 2:30, 8:30, and 5 P. M. for Trenton and Bristol, and 10:45 A. M. and 6 P. M. fer Bristol.
At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown. Tullytown.
At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for At 730 and 10 45 A. M., and 730, 6, and 6 P. M., for Schenck's and Eddington.

At 730 and 10 45 A. M., 230, 4, 5, and 6 P. M., for Cornwell's, Torresdate, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 330 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT.

Via Connecting Ballway.

At 7, 9:30 and 11 A. M., 1:20, 6, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, At 11:50 P. M., Emigrant Line. Fare, \$3. At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 19 P. M. At 7, 930, and 11 A. M., 4, 6:45, and 19 P. M., for At 12 P. M. (Night), for Morrisville, Tullytewn, ichenck's, Eddington, Cornwell's, Torresdale, folmesburg, Tacony, Wissinoming, Bridesburg, and Craphton.

The 9:30 A. M., 5:45 and 12 P. M. Lines will run daily. All others, Sundays excepted.
BELVIDERE DELAWARE RAILROAD LINES. At 7-30 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre,

cranton, Stroudsburg, Water Gap, Schooley's Moun-A. 7 50 A. M. and 8 30 P. M. for Belvidere, Easton, At 130 A. M. and 3'30 P. M. for Beividere, Easton, Lambertville, Flemington, etc. The 8'30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. from West Philadelphia Depot and 5 P. M., from Kensington Depot, for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

ROADS.

FROM MARKET STERET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2 15, 3 30, 5, and 6 30 P. M., and on Thursday and Saturday nights at 11 30 P. M., for Merchantvile, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2 15 and 6 30 P. M. for Lamberton and Medford.

At 7 and 10 A. M., 1, 3:30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, smithville, Evenish and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 8:80 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9\*5, 10, 11, 12 A. M.,
1, 2, 3½, 3½, 405, 4\*35, 5, 5½, 6, 6½, 7, 8, 9\*20, 10, 11, 12
P.M.
Leave Germantown.

 M. Leave Germantown at 6, 6 55, 7½, 8, 8 20, 9, 10, 050, 12 A. M., 1, 2, 3, 3 50, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 1 P. M.
 The 8-20 down train and 3½ and 5½ up trains will not stop on the Germantown Branch.
ON SUNDAYS,
Leave Philadelphia at 9-15 A. M., 2, 4-95, 7, and 10%

Leave Germantown at 8-15 A. M., 1, 3, 6, and 9% P. M. CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 920, and 11 F. M.

Leave Chesnut Hill at 7:10, 8, 9:46, 11:40 A. M., 1:40, 3%, 5:40, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 1%, 1%, 5%, 6%, 805, 10:05, and 11:35 P. M.

Leave Norristown at 5:40, 6:25, 7, 7%, 8:50, and 11 A. M., 1%, 3, 4%, 6%, 8, and 9% P. M.

The 7% A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.

at Mogee's, Potts' Landing, Domino, or Schur's lane.
The 4 P. M. train from Philadelphia will stop only
at School lane, Manayunk, and Conshohocken.

ON SUNDA 1 3. Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Norristown at 7 A. M., 1,5%, and 9 P. M. FOR MANAYUNK. Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 1%, 3, 4, 4%, 5%, 6%, 805, 10 05, and 11% P. M.
Leave Manayunk at 610, 655, 7%, 810, 9 20, and 11% A. M., 2, 3%, 5, 6%, 8 30, and 10 P. M.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2%, 6, and 7% P. M.
Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M.
PLYMOUTH RAILROAD.
Leave Philadelphia at 7% A. M., 4% P. M.
Leave Plymouth, 6% A. M., 4% P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA.

ANADA. WINTER ARRANGEMENT. Takes effect November 22, 1869.
Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-

cepted), as follows:—
At 8:00 A. M. (Express) for Bethlehem, Allentown,
Mauch Chunk, Hazleton, Williamsport, Wilkesbarre,
Mahanoy City, Pittston, Towanda, Waverley, and in
connection with the ERIE RAILWAY for Buffalo, connection with the ERIE RAILWAY for Buffalo, Ningara Falis, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 9-45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads.

At 1-45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Beyleton.

Hazleton.
At 5-00 P. M. fer Bethlehem, Easton, Allentown, and Mauch Chunk. and Mauch Chunk.

For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.

For Fort Washington at 7:30 and 10:45 A. M., and
11:30 P. M.

For Abington at 1:15, 5:20, and 8. P. M.

For Lansdale at 6:20 P. M.

Fifth and Sixth Streets, Second and Third Streets,

and Union City Passenger Railways run to the new

Depot TRAINS ARRIVE IN PHILADELPHIA. From Hethlehem at 9 A. M., 245, 440, and 845 P.M. From Doylestown at 835 A. M., 430 and 705 P. M. From Lansdale at 730 A. M. From Fort Washington at 945, 1035 A. M., and

From Abington at 2.25, 6.45, and 9.20 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9.30 A. M.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 4 P. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.
11 1 PHILADELPHIA AND BALTIMORE CENTRA PHILADELPHIA AND BARTHACKE CENTRAL
RALLROAD COMPANY.
WINTER ARRANGEMENT.
On and after MONDAY, Nevember 1, 1869, Trains
will leave as follows, stopping at all Stations on
Philadelphia, Baitimore Central, and Chester Creek

Leave PHILADELPHIA for PORT DEPOSIT from Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M., and 450 P. M.

A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 250 P. M.

Leave PORT DEPOSIT for PHILADELPHIA at 540 A. M., 9-25 A. M., and 2-25 P. M.

On Saturday the 2-25 P. M. train will leave at 4-30 P. M.

P. M.

Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same. President and General Superintendent

GREAT SOUTHERN MAIL ROUTE.
ONLY ALL RAIL LINE TO
NEW ORLEANS, MEMPHIS, NASHVILLE, AT.
LANTA, AUGUSTA, MONTGOMERY, MOBILE,
MACON, RIGHMOND, WELDON, WILMINGTON,
OHARLESTON, SAVANNAH, and all principal points
SOUTH and SOUTHWEST. Tickets for sale, baggage
checked through to destination, and all information 721 OHESNUT Street, Masonic Hall, G. RENTON THOMPSON, Gen. Agent for Philadelphi

RAILROAD LINES. DENNSYLVANIA CENTRAL RAILROAD

AFTER S P. M. SUNDAY, NOVEMBER 14, 1889,
The trains of the Pennsylvania Central Railroad
leave the Depot, at THIRTY-FIRST and MARKET
Streets, which is reached directly by the Market
street cars, the last car connecting with each train
leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets
cars run within one square of the Depot.

Steeping car tickets can be head on application at

cars run within one square of the Depot.
Sleeping-car tickets can be had on application at
the Ticket Office, N. W. corner Ninth and Chesnut
streets, and at the Depot.
Agents of the Union Transfer Company will call
for and deliver baggage at the depot. Orders left at
No. 901 Chesnut street, or No. 116 Market street, will
receive attention.
TRAINS LEAVE EPOT, VIZ.:—

Market street.
TRAINS ARRIVE AT DEPOT, VIZ.:

Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Aparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

by special contract. EDWARD H. WILLIAMS, 4 29 General Superintendent, Altoona, Pa.

PHILADRIPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trair's will leave Depot corner Broad street and Washington avenue as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations, Connecting with Delaware Railroad at Wilmington

Connecting with Delaware Railroad at Wilmington for Cristicid and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Nawport, Stanton, Newserk, Eithon, North-East, Charlestown, Perryville, Havro-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:20 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Ekkon, North-Fast, Perryville, Havre-de-Grace, Perryman's, and Magnolia. North-Fast, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12-00 M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Whinington, Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Dela-ware Railroad for Harrington and intermediate stations. Leave Wilmington 6:30 and S:18 A. M., 1:30, 4:15,

Trains leaving Williamston at 6:30 A. M. and 4:30 P. M. Train will not stop between Chester and Phindelphia. The 7 P. M. Train rom Wilmington runs daily; all other Accommodation Trains Sundays excepted.

Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Pullward. Railroad, From Baitimore to Philadelphia—Leave Baltimore

From Battinore to Paliadelphia—Leave Battimore 125 A. M., Way Mail; 9:35 A. M., Express; 9:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Cheater. and Chester.

H. F. KENNEY, Superintendent.

WEST JERSEY RAILROADS. Leave Philadelphia, foot of Market street (upper Figure 1. A. M., Mail for Bridgeton, Salem, Millville, Vineland, Swedesboro, and intermediate stations. 11 45 A. M., Woodbury Accommodation. 3-15 P. M., Mail for Cape May, Millville, Vineland, and way stations below Glassboro. 3:30 P. M., Passenger for Briogeton, Salem, Swedesboro, and intermediate stations. 5:30 P. M., Accommodation. Woodbury, Glassboro, Clayton, and way stations.
EXTRA TRAIN FOR CAPE MAY.

EXTRA TRAIN FOR CAPE MAY.

(Saturdays only.)

Leave Philadelphia 8 15 A. M.

Leave Cape May 1 10 P. M

Freight Train leaves Camden daily at 12 o'clock con. Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 S Delaware avenue.

Commutation tickets at reduced rates between

Fhiladelphia and all stations. 3 16 WM. J. SEWELL, Superintendent. ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND PENN STEAM ENGINE AND PROBLER WORKS.—NEAFIE & LEVY PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER MARKERS, BLACKSMITHIS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, from Boilers, Water Tanks, Propellers, ste. etc., respectfully offer their services to the rubble as being fully prepared to contract for ouigines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick deepatch. Every description of patternmaking made at the shortest notice. High and Low pressure I me Tubular and Cylinder Boilers of the best Pennsylvania Charcoal from. Forgings of all sizes and kinds, from and Brass Castings of all descriptions. Roll Turning Serue Cutting, and all other work connected with the above business. briew custiness.

Drawings and specifications for all work done at the setablishment free of charge, and work guaranteed.

The amberribers have ample wharf dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy

JACOB C. NRAFIE, JOHN P. LEVY, BEACH and PALMER Streets. SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,

PHILADELPHIA.

PHILADELPHIA.

MERRICK & SONS,

ENGINEERS AND MACHINISTS,

manufacture High and Low Pressure Steam Enginee for Land, River, and Marine Service.
Bollers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either Iron or Brass.
Iron Frame Roofs for Gas Works, Workshops, and

Railroad Stations, etc.
Retorts and Gas Machinery of the latest and most improved construction.

Every description of Plantation Machinery, also Sugar, Saw, and Grist Mills, Vacuum Pans, Oli Steam Trains, Defecators, Filters, Pumping Engines, etc.

Sole Agents for N. Billeux's Sugar Boiling Appa-catus, Nemyth's Patent Steam Hammer, and Aspin-wall & Woolsey's Patent Centrifugal Sugar Drain-ling Machines.

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Manufacturers of Wrought Iron Pipe, Etc. PHILADELPHIA, PA. WORKS,
WWENTY-THIRD and FILBERT Streets. OFFICE, No. 49 North FIFTH Street.

A LEXANDER G. CATTELL & CO PRODUCE COMMISSION MERCHANTS, NO. W NORTH WATER STREET; PHILADELPHIA: MINISTER G CATTELL!

COTTON SAIL DUCK AND CANVAS. Of all numbers and brands. Tent, Awning, Trank and Wagon-cover Duck. Also, Paper Manufacturers Drier Feits, from thirty to seventy-six inches, with Paulins, Beiting, Sail Twine, etc.

JOHN W. EVERMAN,
No. 103 OHUECH Street (Giry Stores.

AUG FION SALES, M. THOMAS & SONS, NOS. 189 AND 161

CHOICE MADEIRA WINES.

On Saturday.

On Saturday.

March 19: at 19 o'clock nown, at the suction store, by catalogue. It demijohns very choice Madeira Wines, part of the private stock of the late Pierce Butler, Esq., including the celebrated "Butler Madeira," also, "Blackburn," "Howard, March & Oo," and "Edward's Madeiras."

Madeiras."

OLD WHISKY.

At the same time, for another account, 2 demijohns of rje whisks, over hitly years old.

3 15 46

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 250 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. LARGE SALE OF CARPETINGS, CANTON MAT-TINGS, OIL CLOTES, ETC. On Friday Morning. March 18, at 11 o clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, rugs, mattings, etc. 312 56

LARGE SALE OF FRENCH AND OTHER EU-ROPEAN DRY GOODS, On Monday Morning. March 21, at 10 o'clock, on four months' credit. 3 15 56

SALE OF 2000 CASES BOOTS, SHOES, HATS, ETC., On Tuesday Morning, March 22, at 10 o'clock, on four months' credit, 3 17 4t MARTIN BROTHERS, AUCTIONEERS, (Lately Salesmen for M. Thomas & Sons.)
No. 704 OHESNUT Street, rear entrance from Miner. FIRST SPRING SALE DUTCH FLOWER ROOTS.

On Friday Morning.

March 18, at the auction rooms, No. 704 Chesnut street, I case Dutch Flower Roots, comprising the usual variety of Gladielus and Anemones.

3 15 3t

Bale at No. 484 North Seventh street.

HANDSOME WALLNUT PARLOR CHAMBER, AND DINING-ROOM FURNITURE, Elegant Reserved Piane-Fortes, Fine French Plate Pier Mirror, Handsome Sideboard, Extension Table, Fine Brussels and other Carpets, China and Glassware, etc.

March 21, at 10 o'clock, at No. 484 North Seventh street, by catalogue, the entire handsome beusehold furniture, including elegant walnut and pinah parlor suit; rich-toned 7-octave piane-forte, made by Fisher, in elegant reserved case; sylendid French plate oval pier mirror, with consolo table; centre and bouquet tables; etagers; handsome walnut sideboard and extension tables; handsome walnut sideboard and extension tables; inardsome walnut shame with wardrobe to match; fine spring and hair mattresses handsome Brussels and Venetian carpota; mantel clocks; fine blinds; shades; curtains and cornioes; hat stand; time plated, china, and glassware, etc.

The turniture is in excellent condition, having been in use but a short time.

Sale No. 912 Spring Garden street.
SUPERIOR PARI OR, CHAMBER, DINING ROOM and Sitting room Furniture, Fine Brussels and Imperial Carpets, Fine Oil Gloths, China and Glassware, Bedding, etc.

Bedding, etc.
On Tuesday Morning,
22d inst., at 16 o'clock, at No. 912 Spring Garden street,
the entire superior household furniture, etc. 3 15 5t

THOMAS BIRCH & SON, AUCTIONEERS
OHESNUT Street, rear entrance No. 1107 Sansom street,

Sale at No. 1110 Chernut street.

ELFGANT PARLOR, LIBRARY, DINING-ROOM,
AND CHAMBER FURNITURE: CARPETS, MIRRORS, PAINTINGS, PIANO-FORTES, SILVER,
PIATED WARE AND CUTLERY, CHINA, GLASSWARE, STOVES, LARGE PIGEON-HOUSE, RTO.
On Friday Morning.
At 9 c'clock, at the auction store, No. 1110 Chesnut
street, will be sold, a large assortment of superior new and
secondhand turniture, comprising—50 superior new and
cottage chamber furriture of various styles, with wardrobes to match; 20 suits of parlor and library furniture in
plush, reps, and hair cleth; velvet, Brussels, and ingrain
carpets; large and small mantel and pier glasses; bookcases; library and office tables; Spanish, reading and
nocking chairs; paintings; engravings; china; glassware, etc. eare, etc.
SECONDHAND FURNITURE—Also, a large assortent secondhand furniture and carpets from families deining housekeeping. OAK AND WALNUT CHAIRS—Also, 5 dozen walnut ad oak dining room and chamber chairs.

eINF CHROMOS. RICHLY FRAMED.—At about 1
clock will be sold, 50 fine chromos in rich walnut and gold clock will be sold, 50 fine chromos in rich walnut and gold asf frames. Now on exhibition. MARELE GROUP AND CLOCK—At same time will

be sold, one fine group, carved out of marble, and one marble clock. # 16 2h SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

B. SCOTT, Jr., Auctioneer,
No. 1117 CHESNUT Street, (Girard Row).

Furniture sales every Tuesday and Friday morning at 10 o'clock. Farticular attention paid to Gut-door Sales at mode-rate rates. 223

SALE OF PAINTINGS.

On Friday and Naturday Evenings,
March 18th and 18th,
J. E. M'CLRES, without reservation, embracing—

15th FINE PAINTINGS.

The following artists are represented in the collection:
Rethermel,
Bonfield,
Herring,
Herring,
Morsn,
Hamilton,
Sheridan Young,
H. Gerlach,
Now on exhibition day and evening, with catalogues.

A. McCLELLAND, AUCTIONEER

No. 1219 CHESNUT STREET. Personal attention given to sales of Household Furni ture at dwellings.
Public sales of Furniture at the Auction Rooms, No.
1218 C HENNUT Street, every Monday and Thursday.
For particulars see Public Ledger.
[1 13]
N. B.- A superior class of Furniture at private sale.

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, III 246
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

IPPINCOTT, SON & CO., AUCTIONEERS, DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO. N. E. Corner FOURTH and RACE Sts..

PHILADELPHIA. WHOLESALE DRUCCISTS,

Importers and Manufacturers of WHITE LEAD AND COLORED PAINTS, PUTTY. VARNISHES, ETC. AGENTS FOR THE CELEBRATED FRENCH

ZINC PAINTS. Dealers and consumers supplied at lowest prices for cash.

M. MARSHALL, DRUCCIST AND CHEMIST. AND WHOLESALE DEALERS IN PAINTS, OILS, GLASS, AND PATENT MEDICINES, Nos. 1301 and 1303MARKET St.

ROOFING. R E A D Y R O O F I N G. applied to

STEEP OR FLAT ROOFS

at one-half the expense of tin. It is readily put on old
Shingle Roofs without removing the shingles, thus avoiding the damaging of ceitings and furniture while undergoing repairs. (No gravel need.)
PRESERVE YOUR TIN ROOFS WITH WELTON'S

ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs at short
notice. Also, PAINT FOR SALE by the barrel or gallon,
the best and cheapest in the market.

W. A. WELTON,

2 17;

No. 711 N. NINTH Street above Coates.

TO OWNERS, ARCHITECTS, BUILDERS, AND ROOFERS.—Roofel Yee, yes. Every size and kind, old or new At No. 545 N. THIRD Street, the AMB-BICAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid complex roof covering, the best ever offered to the public, with brushes, cans, buckets, etc., for the work. Anti-vermin, Fire, and Water-proof; Light, Tight, Durable. No cracking, pealing, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good workmen supplied. Care, promptness, certainty! One pricet Call! Examine! Judge!

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GALVANIZED and Painted WIRE GUARDS, store fronts and windows, for factory and warehous windows, for churches and cellar windows. IRON and WIRE RAILINGS, for balconies, offices

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ONE DOLLAR GOODS FOR 95 CENTS, to 18ftus DIXON'S, No. 21 S. RIGHTH Street.